GEOGRAPHIC NEWS BULLETINS

Published Weekly by

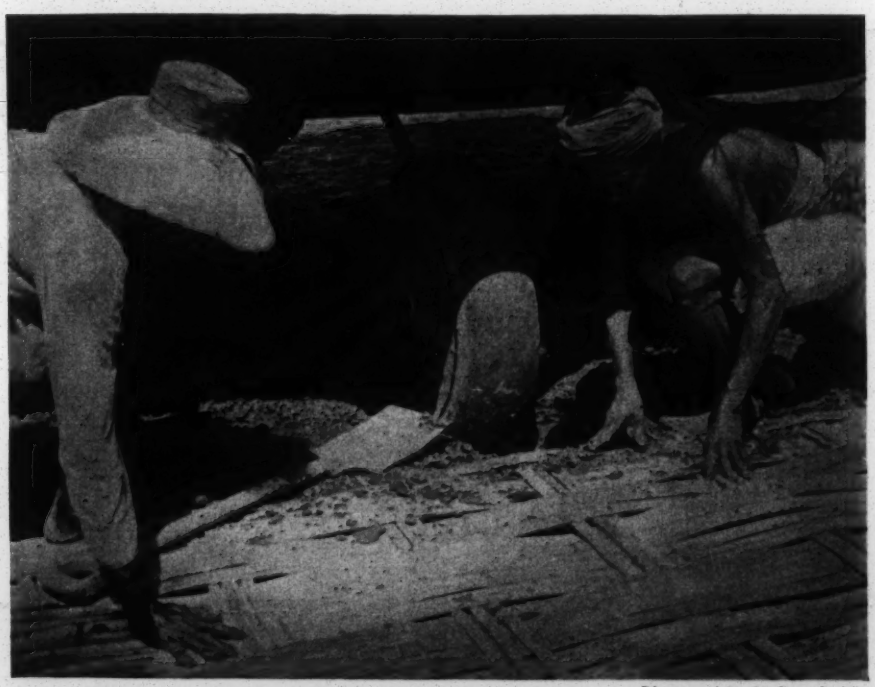
THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of November 5, 1934. Vol. XIII. No. 18.

1. Pécs, Coal Center in Hungary's "West Virginia."
2. World's Longest Air Race Dwarfs Geography.
3. Natal, South African Region of Sugar, Corn, Cotton, and Wattles.
4. Historic Yorktown Pays Tribute to General Lafayette.
5. Furs—for Warmth, Adornment, and Badge of Office.



Photograph by Sir Ross Smith

FIRST-AID FOR AN AIRPLANE STUCK IN THE MUD

When the big Vimy plane of the first England-to-Australia flight in 1919 bogged down on a wet field at Soerabaya, Java, a bamboo-matting runway was stretched across the airport for several hundred feet. Entire villages were stripped of their roofs to provide this material (see Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

UMI

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Pécs, Coal Center in Hungary's "West Virginia"

MENTION Hungary, and the first things that come to mind are likely to be vast, rolling wheat fields, Tokay grapes, *goulash* (meat and vegetables flavored with paprika), strangely garbed cowboys, and peasant girls with voluminous petticoats.

But Hungary also is an important producer of minerals—among them coal. Recently the entire world became aware of Hungary's coal deposits near Pécs, chief city of Hungary's "West Virginia," when 1,200 miners barricaded themselves in the inky darkness of a mine 1,000 feet underground and threatened to commit mass suicide if their demands for better wages and working conditions were not met. A flood of official and private entreaties to the mine owners resulted in an agreement releasing the haggard, exhausted strikers after 100 hours without food or water.

Pécs is a busy, industrial community of about 64,000 inhabitants, situated near the southern border of Hungary, about 15 miles west of the Danube River. The eighth largest city in the kingdom, it lies about 110 miles almost due south of Budapest, with which it is linked by a branch of the railroad that runs from the Hungarian capital to Zagreb, Yugoslavia, and to Fiume and Trieste, Italian ports on the Adriatic.

Minaret Recalls Turkish Rule

Pécs has not often attracted international attention, but it has existed for many centuries—probably since Roman times. It was the See of a bishop as early as 1009. The Turks occupied it from 1543 to 1686. Although there are few relics of its early years to be seen to-day, one minaret still stands. From it, during Turkish occupation, Moslem criers called the faithful to prayer. The Turks altered many Christian churches and used them as mosques; but when the invaders returned east, they again became Christian edifices.

The Pécs Cathedral, a four-towered building, was originally built in the eleventh century, but was rebuilt during the latter part of the last century. It is one of the city's outstanding landmarks and one of the oldest churches in Hungary. Pécs also has a university which was established about 600 years ago, but many times throughout the city's turbulent history it has had to close its doors.

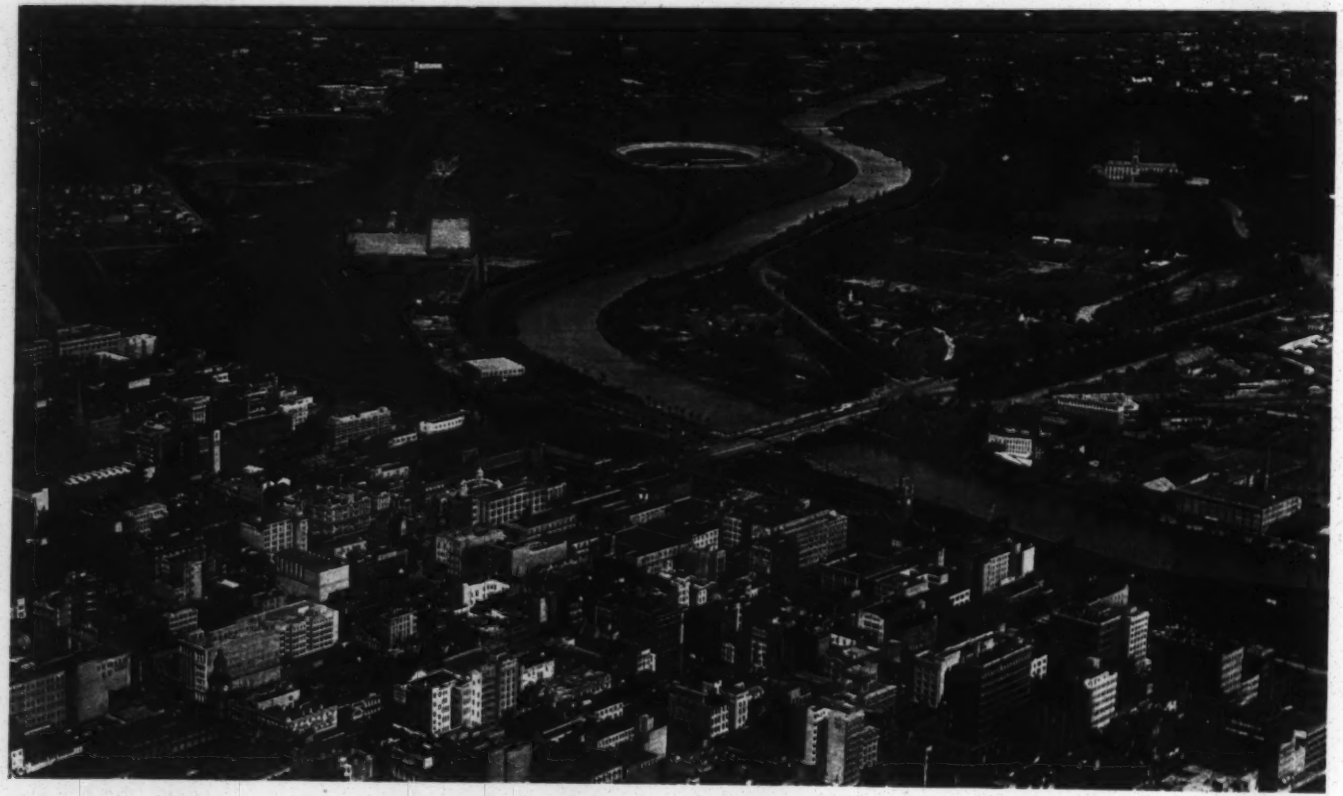
The Mecsek hills northwest of the city are famous for their vineyards. Well-kept farms frame the city, but Pécs is more important as an industrial center than as a market. It stands out among Hungarian cities as one of the few where most of the workers are employed in industry. About one-third work in the coal mines, east of the city; others in pottery plants, iron mills, and clothing factories.

Turks Left, Germans Arrived

The coal mined in this area is the best in Hungary, and accounted for a large portion of the Kingdom's production of more than 6,000,000 tons in 1932. Hungary also has important diggings at Ajk, and elsewhere a number of brown-coal and lignite mines.

Perhaps one reason why Pécs is not better known is that it is many centuries older than its present name. Before it was called Pécs in the eighteenth century, it was known as Fünfkirchen (German for "Five Churches"). The German name was justified because thousands of Germans moved to the city when it was a sleep-

UMI



Photograph by Airspy

MELBOURNE, GOAL OF THE WORLD'S LONGEST AIR RACE

From a few sod huts in 1834, Melbourne has grown into a city of more than 1,000,000 population, being exceeded in size in Australia only by Sydney. The air race is one of the events celebrating the 100th birthday of the State of Victoria, of which Melbourne is the capital (see Bulletin No. 2).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

World's Longest Air Race Dwarfs Geography

ALL aboard for Baghdad, Allahabad, and Singapore! Suddenly these far-flung cities of Asia have become neighbors. To the pilots of the MacRobertson air race they were simply way-stations—compulsory stops between London and Melbourne. Distances once reckoned in months, and measured over stormy seas, dense tropical jungles, barren deserts, and lofty mountains were suddenly reduced to days and hours.

On October 20th twenty planes took off from Mildenhall Aerodrome, some 50 miles northeast of London, for the 11,000-mile dash to Melbourne, where a gold cup and $75,000 in prizes awaited the winners.

There were really two races, although many contestants were entered in both. One was a straight speed race, with required stops at Baghdad, Allahabad, Singapore, Darwin, and Charleville. The other was a handicap race for smaller planes, allowing more frequent landings at intermediate points along the way. The races were part of Australia's celebration of the hundredth anniversary of the State of Victoria.

Roaring over City of Caliphs

It was fitting that Baghdad, home of Sindbad and Aladdin, should share in this twentieth-century adventure. Long years of poverty and fighting have rolled over the city since the days of the mighty caliphs, when Baghdad was the brilliant capital of Islam. While Europe was buried in the Dark Ages, students from China and from Spain came to study under her wise men. Then came destructive Mongol hordes, and later centuries of oppression under Turkey.

When the British gained possession during the World War, Baghdad was known as the city of seven great smells. Tearing down houses and bazaars, the retreating Turks had cut a wide gash through the center of town. To-day this thoroughfare, paved and lighted with electricity, is the main street of Baghdad. Hinaidi Aerodrome, where planes leave regularly for Europe and the East Indies, lies just outside the city.

Allahabad, ancient city of central India, was the next major stop required by the rules of the race. The capital of the United Provinces is built on a wedge of land between the Jumna and the Ganges. The point where these two rivers join has been a sacred place of sacrifice and pilgrimage for centuries.

Singapore Is Last Stop in Asia

Singapore, last major stop in Asia, began life as a trading post. A hundred years ago it was a jungle island, inhabited by a handful of natives and numerous tigers. To-day it is a great world port, and England's most important naval base in the Far East. Singapore guards the narrow Strait of Malacca between the Indian Ocean and the China Sea. Half the world's supply of tin and three-fourths of its rubber are shipped from the great docks along the water front.

Southeast from Singapore, beyond the many islands of Netherland India, lies Darwin, seaport of North Australia. With a population of 2,000, Darwin is not exactly a busy metropolis. Commerce is desultory—the east-coast steamer leaves once a month and the steamer for the west coast once every two months. There

UMI

ing town of 2,000 left by the Turks. After the Germans, Jews arrived and organized the commerce of the growing city.

Awakened Pécs became a magnet to thousands of Hungarian peasant workers and other Europeans. In 1840 there were more than 14,000 inhabitants; in 1900, 44,000.

To-day the city's population is a hodgepodge of many races. A recent census showed that about 63 per cent of Pécs residents came from other parts of Hungary and many other countries of Europe.

Note: For additional Hungarian references, including many photographs of peasant costumes in natural color, see: "Hungary, a Kingdom without a King" and "Budapest, Twin City of the Danube," *National Geographic Magazine*, June, 1932; "Danube, Highway of Races," December, 1929; "Looking Down on Europe," March, 1925; "The Battle-Line of Languages in Western Europe," February, 1923; "The Geography of Our Foreign Trade," January, 1922; and "The New Map of Europe," February, 1921.

Bulletin No. 1, November 5, 1934.

© *Hungarian Press Photographic Exchange*

A BAKER, NOT A STONE MASON

Hungry Hungarians like their bread large and round. One of these huge loaves may weigh more than ten pounds, and a grown man will sometimes consume three of them in a week.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Natal, South African Region of Sugar, Corn, Cotton, and Wattles

FOR nearly 100 years the original treaty between the King of the Zulus and the King of England, whereby all of present-day Natal was ceded to Great Britain, has been missing. A few weeks ago this historic document was found in a trunk belonging to the Gardiner family, in Durban, Natal. Captain Alan Gardiner was the British King's representative at the signing of the treaty, June 21, 1837.

Because present-day Natal lies around the point of Africa from the Americas and England, on the shore of the Indian Ocean, it seems more remote than it really is, and is less known than Cape Colony. But, although a little farther away, Natal is more British than any of the other provinces of the Union. This British flavor, however, is limited to the white population.

Racially, Natal has some of Africa's most troublesome problems. Of a total population of a little more than a million and a half, the province has more than a million blacks and 140,000 Asiatics, chiefly Hindus. Many of the blacks live in two large reservations. But every city and town has its native quarter; and in Durban, the metropolis of Natal, a large section given over to Hindus might almost be mistaken for a corner of Calcutta or Bombay.

Has a Moist, Semi-Tropical Climate

Natal, slightly larger than South Carolina, lies about as far south of the equator as northern Florida and southern Georgia lie north of it. Because of Natal's semi-tropical and rather moist climate, an important sugar industry has developed in the province. Natal, in fact, produces enough sugar to supply South Africa, and a small surplus for export (see illustration, next page).

When sugar cane growing began about half a century ago, it was soon found that the native blacks could not be depended upon as workers. Hindu coolies were brought in, and, after they had earned their steamer fare from India to Natal, many of them remained. Some took to shopkeeping and factory work, and have come into strong competition with the whites.

The sugar country consists of a zone lying along the coast. In the same area much fruit is produced, including pineapples and bananas. From this coastal strip the country rises inland in a series of terraces to the Drakenbergs, mountains whose crests mark a boundary of the province. The highest peaks of this range, reaching 12,000 feet, are in Natal. Including both heights and foothills, an extensive National Park has been carved from the Drakenbergs.

All of Wattle Tree, Including Bark, Is Used

On the level next above the coast lands are maize (American corn) and cotton fields. Farther up large groves of wattle trees are raised. These quick-growing trees are completely utilized. The bark is first stripped off; then the trees are sawed into lengths. The best poles and logs are used for mine timbering, while the others are cut into firewood. From some of the bark wattle extract is made and is exported for use in tanning. The bark is also baled and exported.

Durban not only stands out as the metropolis of Natal; it is the most important city and port along the entire east coast of Africa. Its growth has been rapid. In 1860 it was only a struggling village. As late as 1880 a sand bar with only a foot or two of water over it at low tide kept ships of any size from entering the wide bay that forms Durban's sheltered harbor.

UMI

is also one railroad which stretches 300 miles southward through the empty interior, and comes to a dead end nowhere in particular. Cattle men, miners, and a small pearling industry provide Darwin with trade. The town is built high on the cliffs, and is surrounded on three sides by deep harbor waters.

Charleville, In the Sheep Country

Recently communications with the rest of Australia have been improved by a regular air service between Darwin and Charleville, 1,400 miles to the southeast. At Charleville the racing planes touched base for the last time before their final sprint to Melbourne. This small town in Queensland is the center of a vast sheep-raising district.

The course followed by planes in the handicap race crossed the route of the speed flight several times. Scheduled stops for handicap flyers were as follows: Marseille, Rome, Athens, Aleppo, Bushire, Jask, Karachi, Jodphur, Allahabad, Calcutta, Rangoon, Bangkok, Alor Star, Singapore, Batavia, Rambang, Koepang, Darwin, Newcastle Waters, Charleville, Narromine, and Melbourne.

Note: For a vivid description of the first flight along this route see: "From London to Australia by Aëroplane," *National Geographic Magazine*, March, 1921. See also "Flying," May, 1933; "Flying the World," June, 1932; "Our Conquest of the Pacific," October, 1928; "By Seaplane to Six Continents," September, 1928; "Seeing the World from the Air," March, 1928; and "Man's Amazing Progress in Conquering the Air," July, 1924.

Students may retrace the course of the flyers from city to city on the new map of Asia, which was issued as a free supplement to the December, 1933, issue of the *National Geographic Magazine*. Additional copies can be obtained for 50 cents postpaid from the Washington, D. C., headquarters of the National Geographic Society.

Bulletin No. 2, November 5, 1934.

Photograph by Ernest B. Schoedsack

HIS PEOPLE HAVE CHANGED LITTLE SINCE BIBLICAL TIMES

Planes in the London-to-Melbourne air race roared over this silversmith's shop in the Baghdad bazaar, but business went on as usual. Claiming to be descendants of John the Baptist, members of the Iraq religious sect to which he belongs have made only one concession to the times—they advertise in English!

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Historic Yorktown Pays Tribute to General Lafayette

WITH a gala two-day celebration, Yorktown recently marked the 100th anniversary of the death of General Lafayette, and the 110th anniversary of his last visit to this picturesque Virginia tobacco-shipping port at the mouth of the York River.

For many years a sleepy little community, Yorktown has attracted an increasing number of visitors since it was made a part of the Colonial National Monument by Congress in 1930. The rest of this new government preserve includes historic Williamsburg and Jamestown. Williamsburg had its own celebration the day following that of Yorktown, and William and Mary College presented President Roosevelt with an honorary degree.

Although Yorktown was not a thriving community during Revolutionary times it was much more important and much less removed from the daily life of the nation than it has been at any time since. Most other American towns were small in those days, ports were few, and railroads or even good highways unthought of.

Left Behind in March of Progress

As cities sprang up inland where only hamlets or patches of wilderness existed before, and as railroads brought the Pacific and Atlantic closer together, Yorktown, without rail connections, became in effect more and more remote. Its character as a quaint little eighteenth-century village was emphasized.

Yorktown to-day is still a community of less than 500 residents, with a few fine old colonial homes, public buildings, and churches, and a number of less showy dwellings. The nearest railroad lies nearly eight miles to the south. Improved highways, however, connect it with Richmond and Newport News. Under construction is a beautiful, landscaped parkway which will link it directly with both Williamsburg and Jamestown. The concrete surface of this roadway will be chemically treated to rob it of its ultra-modern appearance.

As a reminder of the early importance of Yorktown there still stands the first Customs House in the United States, built in 1706. Cargoes for New York once cleared through it. The records in the clerk's office at the restored Courthouse date back to the early seventeenth century. They have supplied data for the restoration work now in progress at both Yorktown and Williamsburg. In the town, too, is a tall monument erected by Congress in 1881.

Cornwallis' "Surrender House" Still Stands

Perhaps the most interesting of the churches to visitors is Grace Episcopal, built in the seventeenth century and damaged by fire in 1814. In the churchyard lies the grave of Thomas Nelson, a signer of the Declaration of Independence, and owner of the Yorktown house in which Lord Cornwallis made his headquarters (see illustration, next page).

The Moore House, where arrangements for Cornwallis' surrender were completed on October 18, 1781, stands a short distance outside of town. Dedication of this restored homestead was one of the features of the recent celebration. Most of the reconstruction work in Yorktown to-day is taking place in the old Swan Tavern group of buildings. When completed, the tavern will be used as headquarters of the National Park Service in the area, and as a reception hall for visitors.

Near the village are the remains of many forts, redoubts and trenches, whose capture by the Revolutionary soldiers and their French allies, in 1781, marked the real birth of the United States. C. C. C. "tree troopers" have cleared underbrush from this area and made it possible for visitors and historians to gain an idea of the military maneuvers of the battle, which was one of the most significant in the world.

Cornwallis Is Trapped!

Yorktown lies on a narrow peninsula between the wide tidewater mouths of the James and York Rivers. Cornwallis, after scourging Virginia, burning homes, killing and driving off stock, and capturing large numbers of slaves, retired down the peninsula to Yorktown. Lafayette, with a handful of American soldiers, followed at a distance.

It was when this situation was pointed out to Washington that he was persuaded to abandon his plan to attack New York, and instead to take his own forces from West Point, and Rochambeau's division from Providence, Rhode Island, to stake all on a battle in the South.

UMI

Dredging has removed the bar. At the harbor entrance there is now 36 feet of water at low tide, and large ocean freighters and liners enter with ease. The city has a population of about 176,000, 86,000 of which are white. On the sand spit that closes in one side of the bay has grown up a winter seaside resort—South Africa's Miami Beach. Where there was only loose sand a generation ago, there are now lawns and gorgeous beds of flowers, drives, walks, pavilions, pools, piers, and sea areas for bathing, protected from sharks by heavy piling and steel netting.

Natal was first seen on Christmas, 1497, by Vasco da Gama. The name was given to the new land because of this discovery on the natal day of Christ.

Note: See also "Under the South African Union," *National Geographic Magazine*, April, 1931; "Around the World in the *Islander*," February, 1928; "The Pathfinder of the East," November, 1927; "Cairo to Cape Town, Overland," February, 1925; and "African Scenes from the Equator to the Cape," October, 1922.

Bulletin No. 3, November 5, 1934.

BINDERS FOR GEOGRAPHIC NEWS BULLETINS

A special binder for GEOGRAPHIC NEWS BULLETIN which will hold thirty issues (a complete year's edition) is now available. This holder consists of a handsomely embossed brown cover and spring jaws which grip hard and hold fast one, two or any number of BULLETINS up to a full year's allotment. When a single BULLETIN is required elsewhere, release is immediate, replacing equally easy while other BULLETINS remain undisturbed in numerical order as they were. BULLETINS are not punched or marred in binding.

This binder can be obtained by writing direct to The Albrecht Company, 211 South Sharp Street, Baltimore, Md., the National Geographic Society is informed. It is mailed postpaid upon receipt of $1. Money will be refunded if the binder does not prove satisfactory. Your name will be placed on the front cover in 22-carat gold for 15c additional.

© *National Geographic Society*

SUGAR CANE ARRIVES BY RAILWAY AT THE MILLS

This might be Cuba, or Hawaii, or Louisiana, but it really is a scene in Natal, the "sugar bowl" of South Africa. After the loose husk has been burnt off, the cane will be put through rollers. Much raw sugar is refined in the Province.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Furs—for Warmth, Adornment, and Badge of Office

UP NEAR the Arctic Circle fur is flying!

Out of the frozen wastes and dense forests of northern Canada, far beyond the mining areas and the end of the railroad, precious cargoes of furs are now being rushed to market by airplanes. Furs shipped in this manner can command better prices, because they arrive between seasons when trappers can bring their pelts to railheads by canoe or by dog teams.

The world's demand for furs, throughout the centuries, has never ceased. Valued first for warmth, then as adornment, fur became a luxury, to be enjoyed only by the wealthy few. Kings and emperors exchanged furs as gifts; royal captives redeemed themselves with furs; and only kings and nobles and the highest clergy were permitted to wear certain kinds of fur. Some kinds, like the ermine of a judge, became almost a badge of office for state officials. A man's social importance could be gauged by the amount and kind of fur he wore.

Furs Have Made History and Altered Maps

Like gold and spices, fur helped unroll the map of the world and affected its political and economic history; for fur traders, trappers, and hunters were often pioneers and explorers as well. Russians, seeking furs, stretched their power over Siberia. In North America, French, English, and Dutch ranged the lakes and woods for pelts, and battled for possession of this rich fur storehouse. Men like La Salle, Champlain, and Joliet, Daniel Boone, Kit Carson, and Jim Bridger, and Alexander Mackenzie pushed back frontiers and cleared up blind spots on our map.

Quest of furs changed American and Canadian trading posts like New York, Albany, Detroit, and St. Louis, Winnipeg, Montreal, and Edmonton, into prosperous cities; founded powerful trading firms like the Hudson's Bay Company; built up fortunes like those of John Jacob Astor and Lord Strathcona.

From furs Canada derived its early prosperity; even its present-day boundaries roughly coincide with its early fur-trading areas. From furs originated much of the foreign commerce of the United States.

"Beaver Money" Used in America

Because Charles I ruled that no fur except beaver could be used for hats, demand for beaver pelts increased to such an extent that new sources of supply were sought and found in North America. So important did the beaver become that it found a place on the seal of New Netherlands, and of New York City, and on Canada's coat of arms.

A beaver pelt became not only an article of trade, but a kind of money. One skin bought a pound of tobacco or four pounds of shot; five skins was the price for a plain red coat. Brass tokens for one, one-half, one-quarter, and one-eighth beaver were issued by the Hudson's Bay Company, and known as "beaver money." Beaver House, home of the recently opened fur exchange in London, honors the historic and commercial prominence of this little animal.

Beaver continues to be popular, but other furs now rival or exceed it in number and value. A luxury for centuries, fur has gone democratic. Although steam-heated houses put an end to the need for heavy underclothing, windproof coats and rugs became all the more necessary for outdoor wear. And high wages of World War days and post-war prosperity changed increasing numbers of housewives and stenographers from cloth to fur coats.

Rabbit Fur Once Had 75 Names!

As a result of this latter development, there is now less call for sables and other expensive furs, and more for cheaper grades like muskrat and rabbit, that can be dressed and dyed to resemble costly kinds. The muskrat frequently masquerades under the trade name of "Hudson seal"; the rabbit once hid behind some 75 different aliases, from "Arctic seal" to "Russian leopard." To avoid confusion, manufacturers now use more exact terms.

For 300 years Canada and the United States have supplied a large proportion of the raw furs—beaver, fox, lynx, marten, mink, muskrat, skunk, raccoon, weasel, and numerous others—that pour into various European centers to be dressed and manufactured into finished articles. The United States to-day is still the world's largest producer of raw furs, the industry centering in the Mississippi Basin. St. Louis is one of the world's chief raw-fur collecting centers. The sealskins from the Federal Government's Alaska herds are among the furs sold there.

Streaming from North American collecting centers like St. Louis, Seattle, Winnipeg, Montreal, Edmonton, and others, raw pelts focus on world-distributing centers like New York, London, and Leipzig, where they are auctioned off. Before the World War the United States

UMI

The arrival of De Grasse with a French fleet in the Chesapeake, blocking the entrance to the York River, and preventing help from reaching Cornwallis, made the defeat of the British forces certain.

It is not strange that Cornwallis considered Yorktown a good location for military headquarters, in spite of the ease with which the peninsula might be blocked. It possesses a truly remarkable deep water harbor, and Cornwallis counted on aid by water from the heavy British forces in New York.

Was "Base 2" During World War

Yorktown's harbor was also put to good use during the World War. In the mouth of the York River, opposite the famous village, the greater part of our Atlantic Fleet at times rode at anchor.

There, behind the defenses at the entrance to the Chesapeake, and further protected by nets and patrols across the mouth of the York, dreadnaughts and lesser vessels were safe from attack by enemy submarines.

Thousands of men were trained for naval duty at this anchorage while the whereabouts of the fleet was kept a profound secret. The Yorktown anchorage was mentioned in official dispatches throughout the war only as "Base 2."

Note: Students interested in early American history and the geographical features of Colonial times should also consult: "Patriotic Pilgrimages to Eastern National Parks," *National Geographic Magazine*, June, 1934; "Dismal Swamp in Legend and History," July, 1932; "Travels of George Washington," January, 1932; "Virginia: A Commonwealth That Has Come Back," April, 1929; "Fame's Eternal Camping Ground (Arlington)," November, 1928; "The Home of the First Farmer of America (Mount Vernon)" May, 1928; "The Great Falls of the Potomac," March, 1928; and "Pirate Rivers and Their Prizes," July, 1926.

Bulletin No. 4, November 5, 1934.

© *National Geographic Society*

THE NELSON HOUSE POSSESSES ONE OF VIRGINIA'S FAIREST GARDENS

During the battle of Yorktown the British General, Lord Cornwallis, used this mansion as headquarters. General Thomas Nelson, in command of the American artillery during the fighting, offered five guineas to the first gunner to hit his home, saying that it meant nothing to him as long as it harbored an enemy of his country.

shipped most of its stock abroad; now New York challenges London as a raw-fur market, for, in addition to its own catch, the United States imports peltries from all over the world.

For dressed, dyed, and manufactured furs, America used to look chiefly to Europe. Now it can call upon New York for almost any article desired in the way of fur—from luxurious evening cloaks, fur collars for cloth coats, fur trimmings, rugs, and neckpieces, to modest "chokers."

New York is the chief magnet for all active branches of the fur trade in the United States. There are concentrated most of the big receiving houses, the auctioneers and brokers, dealers, jobbers, buyers, manufacturers, retailers, and, in good times, more than 15,000 designers, cutters, dyers, and other workers.

On Seventh Avenue and Broadway, between 25th and 38th Streets, men with fur articles of various kinds flung over arms and shoulders hasten past others pushing small hand trucks. From the top rack of these hang fur neckpieces in close rows, like garments in a coat closet at home. Here, in the center of the shopping district, is the heart of our fur trade. Every year it handles millions of pelts, raw and dressed, cheap and costly, to satisfy popular demand for an article which, though fashions may change, man has ever found beautiful as well as useful.

Note: Additional photographs of fur-bearing animals and data about the fur trade in many parts of the world will be found in: "Ontario, Next Door," *National Geographic Magazine*, August, 1932; "On Mackenzie's Trail to the Polar Sea," August, 1931; "This Giant That Is New York," November, 1930; "To-day on 'The Yukon Trail of 1898,'" July, 1930; "Louisiana, Land of Perpetual Romance," April, 1930; "Gentlemen Adventurers of the Air," November, 1929; "Manchuria, Promised Land of Asia," October, 1929; "Trailing History down the Big Muddy," July, 1928; "Michigan, Mistress of the Lakes," March, 1928; "Seeing America with Lindbergh," January, 1928; "Canada from the Air," October, 1926; "With an Exile in Arctic Siberia," December, 1924; "A Cruise among Desert Islands," July, 1923; and "Missouri, Mother of the West," April, 1923.

Bulletin No. 5, November 5, 1934.

© *National Geographic Society*

WOLF SKINS PILED FOR GRADING IN A ST. LOUIS WAREHOUSE

Raw furs are shipped to the Missouri metropolis from every part of North America and from many foreign lands. Sealskins from the Federal Government's Alaskan herds are among the more valuable pelts sold here. For dressed, dyed, and manufactured furs New York City is the chief market.